

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> EHO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 5	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> SHELBY	<u>STATE</u> NC		
<u>AIRPORT ELEVATION</u> 847	<u>TDZE</u> 847	<u>SUPERSEDED</u> RNAV (GPS) RWY 5	<u>ORIGINAL/AMENDMENT</u> 2B	<u>DATED</u> 08/15/2019	<u>MAG VAR</u> 6W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
BURGG	IAF	ZISUG	NOPT	TF	FB	1.00	067.18	7.87	3000
ZISUG	IF/IAF	UPCEG		TF	FB	1.00	049.81	6.13	3000
UPCEG	FAF	YIGUG/2.15 NM TO RW05		TF	FB	0.30	049.86	4.52	
YIGUG/2.15 NM TO RW05		RW05	MAP	TF	FO	0.30	049.86	2.15	
RW05	MAP	1097 MSL		CA			049.86		
1097 MSL		JIRUL		DF	FB	1.00			
JIRUL		LINCO		TF	FO	1.00	046.17	9.31	4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW05

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT JIRUL AND ON TRACK 046.17 TO LINCO AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|----------------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD SW ZISUG, RT, 049.81 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 14000. | | | | | |
| 3. FAC: 049.86 | FAF: UPCEG | | DIST FAF TO MAP: 6.67 | DIST FAF TO THLD: 6.67 | |
| 4. MIN ALT: ZISUG 3000, UPCEG 3000, YIGUG/2.15 NM TO RW05 1560 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 250 HAT: 0.70 | GS ANT: |
| 6. MIN GP INCPT: 3000 | GP ALT AT PFAF: UPCEG 3000 | | OM: | MM: | IM: |
| 7. GP ANGLE: 3.00 | 34:1: IS NOT CLEAR | 20:1: IS CLEAR | TCH: 41.1 | | |
| 8. MSA FROM: RW05 4200 | | | | | |

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING CLT ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLT ALTIMETER SETTING AND INCREASE LPV DA TO 1187 FEET. INCREASE LNAV/VNAV DA TO 1203 FEET. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 050.00 INBOUND.
CHART FAS OBST: 965 VERTICAL_STRUCTURE (37-139235) 351404N/0813735W.
CHART VDP AT 1.14 NM TO RW05.
WAAS CHANNEL # 63124
REFERENCE PATH ID: W05A
LTP HAE: 222.3 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1097	1	250	1097	1	250	1097	1	250	1097	1	250			
LNAV/VNAV DA	1113	1	266	1113	1	266	1113	1	266	1113	1	266			
LNAV MDA	1240	1	393	1240	1	393	1240	1 1/8	393	1240	1 1/8	393			



CHANGES - REASONS

1. TERMINAL ROUTES: AMENDED IAF SEGMENT FROM "SPA VORTAC TO ZISUG" TO "BURGG TO ZISUG" AND COURSE FROM "067.27" TO "067.18." - DUE TO SPA VORTAC RELOCATION AND IAF FIX CHANGE FROM SPA VORTAC TO FIX BURGG.
2. TERMINAL ROUTES: AMENDED LNAV FINAL SEGMENT FROM "UPCEG TO YIGUG/2.10 NM TO RW05 AND DISTANCE 4.57" TO "UPCEG TO YIGUG/2.15 NM TO RW05 AND DISTANCE 4.52." - YIGUG RELOCATED 0.4 NM FOR INCREASED CROSSING ALTITUDE FOR RASS ADJUSTMENT.
3. TERMINAL ROUTES: AMENDED LNAV FINAL SEGMENT FROM "UPCEG TO YIGUG/2.10 NM TO RW05 TO RW05 AND DISTANCE 2.1" TO "YIGUG/2.15 NM TO RW05 TO RW05 AND DISTANCE 2.15." - DUE TO YIGUG RELOCATION.
4. TERMINAL ROUTES: RAISED MISSED APPROACH INITIAL CLIMB ALTITUDE FROM "1084 MSL" TO "1097 MSL." - TO MATCH LOWEST DA IAW 8260.58C 3-5-2.
5. PROFILE LINE 4: AMENDED MINIMUM ALTITUDE FROM "YIGUG/2.10 NM TO RW05 1540" TO "YIGUG/2.15 NM TO RW05 1560." - DUE TO YIGUG RELOCATION AND MINIMUM ALTITUDE RAISE.
6. PROFILE LINE 6: AMENDED 250 HAT: FROM "0.66" TO "0.70." - IAW 8260.19J AND NEW PROCEDURE EVALUATION.
7. PROFILE: LINE 7, ADDED 20:1 "IS CLEAR." AND AMENDED TCH FROM "41.0" TO "41.1."- 20:1 CRITERIA IAW 8260.19J 8-6-7 AND TCH RAISE TO MATCH PUBLISHED VGSI.
8. PBN REQUIREMENTS NOTE: AMENDED FROM "RNP APCH" TO "RNP APCH - GPS." - IAW 8260.19J 8-6-9.
9. NOTES: REMOVED "*LNAV ONLY." - NO LONGER NEEDED.
10. NOTES: UPDATED FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 38°C" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C." - IAW 8260.19J 8-7-1C.
11. NOTES: REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON SPA VORTAC AIRWAY RADIALS 360 CW 103." - SPA VORTAC NO LONGER USED IN PROCEDURE.
12. NOTES: AMENDED "BARO-VNAV NA WHEN USING CHARLOTTE ALTIMETER SETTING." TO "CHART NOTE: BARO-VNAV AND VDP NA WHEN USING CLT ALTIMETER SETTING." - DUE TO AN ESTABLISHED VDP AND IAW 8260.19J 8-6-10.
13. NOTES: AMENDED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLOTTE ALTIMETER SETTING AND INCREASE ALL DA 88 FEET AND ALL MDA 100 FEET; INCREASE LPV ALL CATS VISIBILITY 1/8 SM AND LNAV/VNAV ALL CATS, LNAV CAT C/D VISIBILITY 1/4 SM." TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLT ALTIMETER SETTING AND INCREASE LPV DA TO 1187 FEET. INCREASE LNAV/VNAV DA TO 1203 FEET. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM." - DUE TO UPDATED RASS ADJUSTMENT.
14. ADDITIONAL FLIGHT DATA: AMENDED FAS OBST FROM "979 PWR LINE 351434N/0813630W" TO "965 VERTICAL_STRUCTURE (37-139235) 351404N/0813735W." - DUE TO NEW CONTROLLING OBSTACLE.
15. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP AT 1.14 NM TO RW05." - PROCEDURE 20:1 IS CLEAR, PREVIOUS EVALUATIONS IT WAS NOT CLEAR.
16. MINIMUMS: ADDED "STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE." - IAW 8260.19J 8-6-12.
17. MINIMUMS: AMENDED LNAV/VNAV FROM "ALL CATS 1173 DA, 1 1/8 SM VIS AND 326 HAT" TO "ALL CATS 1113 DA, 1 SM VIS AND 266 HAT." - DUE TO NEW PROCEDURE EVALUATION.
18. CRC REMAINDER: AMENDED FROM "A7CCCC5B" TO "97314E50." - DUE TO LTP/FTP LATITUDE/LONGITUDE CHANGE FROM "351502.8790N/0813623.6565W" TO "351502.8800N/0813623.6600W" AND FPAP LATITUDE/LONGITUDE CHANGE FROM "351607.1600N/0813508.2000W" TO "351607.1675N/0813508.1990W" AND TCH CHANGE FROM "41.0" TO "41.1".

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZTL, CLT TRACON, EHO AIRPORT MANAGER

FLIGHT CHECKED BY

Digitally signed by

JON D HOLLAND

ROBERT G HAMILTON

May 23, 2025

OFFICE

AJF

DATE

05/20/2025

DEVELOPED BY

Digitally signed by

CORY SLANE

ROBERT G HAMILTON

May 23, 2025

OFFICE

AJV-33

DATE

03/19/2025

APPROVED BY

Digitally signed by

ROBERT G HAMILTON

ROBERT G HAMILTON

May 23, 2025

OFFICE

AJV-A433

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KEHO
RUNWAY	RW05
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W05A
LTP/FTP LATITUDE	351502.8800N
LTP/FTP LONGITUDE	0813623.6600W
LTP/FTP ELLIPSOIDAL HEIGHT	+02223
FPAP LATITUDE	351607.1675N
FPAP LONGITUDE	0813508.1990W
THRESHOLD CROSSING HEIGHT (TCH)	00041.1
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	97314E50

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+02541
FPAP ORTHOMETRIC HEIGHT	+02541

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
EHO	RNAV (GPS) RWY 5	3	SHELBY	NC	847	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM BURGG **TO** ZISUG

RNP 1.00 **DISTANCE** 7.87 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	350657.00N/0814645.00W	1296	215	8	4B	1000				AT704	3000
TERRAIN	350624.00N/0814748.00W	971 (1000)								AS1500	2500

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

INTERMEDIATE

FROM ZISUG (IF/IAF) **TO** UPCEG

RNP 1.00 **DISTANCE** 6.13 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (45-000578)	350654.90N/0814634.90W	1522	500	125	5E	500				AC125 AT853	3000
TERRAIN	350648.00N/0814609.00W	1253 (1300)								AS1500	2800

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



FINAL: LPV

FROM

UPCEG

TO

RW05

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	6.67		DA				250				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (37-139609)	351450.70N/0813633.14W	888	20	3	1A		34:1				1097

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

UPCEG

TO

RW05

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	6.67		DA				266				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC			MA16	1113

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

UPCEG

TO

YIGUG/2.15 NM TO RW05

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.52										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	351206.00N/0814042.00W	1162	215	8	4B	250				XL34 RA100	1560

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

VALUE
6
CHECKED

FINAL: LNAV STEPDOWN

FROM

YIGUG/2.15 NM TO RW05

TO

RW05

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	2.15		RW05	393	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
VERTICAL_STRUCTURE (37-139235)	351403.64N/0813734.88W	965	20	3	1A	250				XP25	1240

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP; TO KEEP CURRENT MINIMUMS

HOLD-IN-LIEU OF PT

FROM

ZISUG

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
		P-5			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (45-000578)	350654.90N/0814634.90W	1522	500	125	5E	1000				AT478	3000
TERRAIN	350648.00N/0814609.00W	1253 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

LINCO

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 904			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	352751.00N/0812533.00W	1270	215	8	4B	1000					2300
TERRAIN	352736.00N/0812600.00W	1056 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

LINCO

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 952				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	351457.00N/0813615.00W	944	215	8	4B		ASC				4000
AAO	352751.00N/0812533.00W	1270	215	8	4B	1000					2300
TERRAIN	352736.00N/0812600.00W	1056 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW05

TO

LINCO

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 1140				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC		4000		4000
AAO	352751.00N/0812533.00W	1270	215	8	4B	1000					2300
TERRAIN	352736.00N/0812600.00W	1056 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER

RW05

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	353700.00N/0814418.00W	350	22.9	3186	215	8	4B	1000			4200

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA NOT DEVELOPED: ATC REQUEST

VEGETATION MAX HEIGHT 100' PER FPT.

COMMUNICATIONS WITH

CLT TRACON, RDU FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	EHO	24	EHO	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	CLT	24	CLT	32.13	Y	90

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KEHO 847, KCLT 732
RA = 89.4.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW05 - MIRL (PCL), PAPI-2L		NPI-G	
RW23 - MIRL (PCL), PAPI-2L		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	833.8	41.1			3.00	41.1

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-16C	+54C	-16C	+13.32C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 966 HIGH TEMP 1274.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV AND LNAV:		
34:1			
888 TREE (37-139609) 351450.7000N/0813633.1400W (17.95)	873 TREE (37-139488) 351452.4300N/0813631.3800W (9.63)		
868 TREE (37-139538) 351452.7500N/0813631.1600W (5.69)	873 TREE (37-029131) 351451.9700N/0813633.5700W (4.94)		
874 TREE (37-025038) 351451.7300N/0813634.2700W (4.24)	876 TREE (37-139644) 351451.9700N/0813637.0500W (2.06)		
871 TREE (37-139384) 351450.8300N/0813632.9000W (1.63)	854 TREE (37-139326) 351455.3100N/0813628.6700W (1.39)		



PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.53
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	043.86
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	5.67
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	043.86
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD COORDINATES (IF STR-IN)	351502.88N/0813623.66W
ARP COORDINATES	351520.70N/0813602.75W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 23 DISTANCE 0.41 NM
FAF COORDINATES	351013.84N/0814202.37W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CORY SLANE	AJV-33	03/19/2025	AERONAUTICAL INFORMATION SPECIALIST